

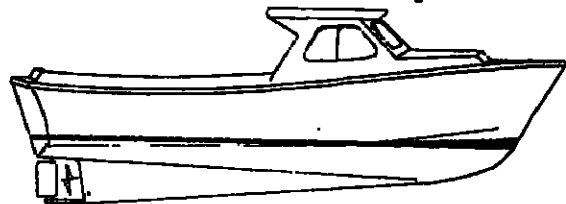
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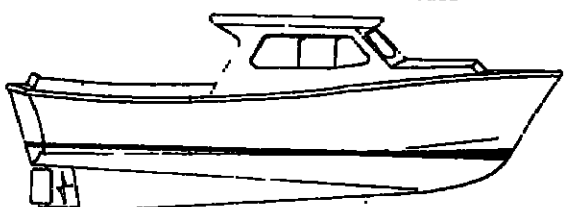
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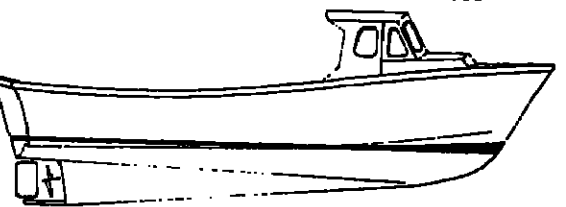
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'FORESTER' BLASTS BRITISH RECORD

A NEW British wet fish earnings record was set up at Hull last week when Newington's stern trawler *C. S. Forester* grossed £92,458 for 3,040 kits. This outstanding performance followed a 23-day trip to the Norwegian coast and the Barents Sea by Skipper Dick Taylor.

The returns were just £24 above the previous record established by the same vessel and skipper just over a year ago. Then, a turnout of 2,982 kits after a 20-day trip to the Barents Sea made £92,434.

Although the Icelandic trawler *Ogri* has made bigger grossings at Grimaby and also abroad, the Newington vessel remains supreme among the British fleet.

Fourth

The 170 ft. Beverley-built stern fisher headed the British wet fish earnings league for a second year by making £739,732 in 1977, and her latest trip is the fourth in which Dick Taylor has topped the 280,000 trip grossings mark with this ship.

Before hitting his first £90,000 trip, he had trips of £84,838 early last year for 2,887 kits followed in mid-March by a landing of 2,869 kits which made £84,837.

Skipper Taylor is now sharing the command of *C. S. Forester* with Bill Brettell on a two trips on two trips off basis. She sailed on Saturday with Bill Brettell as skipper.

So far this year each of these Newington skippers have completed a couple of trips with the vessel.

Dick Taylor's first trip in 1978 — which lasted for 26 days to the Norwegian coast — made £79,915 on March 8 for 2,612 kits.

Of the big turnout last week, some 2,223 kits were shelf fish, but there were no flatfish.

Landing and marketing was spread over a couple of days because of two reasons — a mechanical breakdown and an overtime ban by Hull fish bidders.

The overall averages per 10 st. kit were £31.75 for codstuffs and £39.06 for 706 kits of haddock.

...French surprise

THE stern trawler *Tourmalet* made a two-day landing at Hull this week which is believed to be only the second by a French trawler in living memory.

The turnout began on Monday with a £32,661 return for 1,308 kits, including 814 kits of haddock and some codstuffs.

On Tuesday the discharge was completed when she clocked up another £24,291 for 907 kits, including 522 more of haddock.

Her total trip receipts were £56,952 for 2,273 kits of Western fish.

The first French landing is believed to have been by *Gracinez* in September last year.

Men who have served in the local industry for around 50 years — including the former head of Hamling's fish sales department, Les Solly, and ex-local officers' guild president Jack Ellis — could not recall any other French landings.

£92,458 VOYAGE

Talking to *Fishing News* Skipper Taylor said: "Obviously we are very pleased with the trip. When we think that the industry is in the depths of despair, it is very nice to come up with a trip like this."

"Everything went fine for

us. We had fine weather all the way and our trip was split — half of it being on the Norwegian coast and half in the Barents Sea. One haul on the Norwegian coast was in the region of 400 baskets."

Although *C. S. Forester* had been the only vessel landing for Hull's Wednesday fish market last week, Thursday's sales comprised of 1,131 kits (the completion of the turnout) and a discharge of 1,131 kits from the Icelandic vessel *Helmaey*. She made £41,618.

Talks on Iceland

FISH porters at Fleetwood have delayed their decision on Icelandic fish being landed at the port following a visit by an Icelandic official on Friday.

The man met this week to discuss if they should lift their ban on Icelandic trawlers at the port.

The port is undergoing a severe shortage of supplies which threatens widespread unemployment and 'strange' vessels could alleviate the situation.

Falmouth smell probe

SKIPPERs of Eastern Bloc factory ships and trawlers unloading in Falmouth waters are being asked to attend a meeting of the local Port Health Authority.

They face accusations of

excessive smell and noise made by their vessels in Carrick Roads.

The authority decided last week to call a meeting of maritime authorities, customs officers, shipping agents and skippers in an

attempt to settle problems before the mackerel season starts again next Autumn.

Port health inspector David Rye said he had spent many hours investigating complaints of smell and noise from the foreign factory ships.

Several authority members had accompanied him and a local MP had boarded one of the processing ships.

Mr. Rye said the coastline, with deeply-indented coves, tended to retain the smell. He warned that the authority might find itself "skating on extremely thin ice" if it attempted to bring a prosecution under the 1936 Public Health Acts.

Not only had a nuisance to be proved, but the court had to be satisfied that it damaged health.

Authority member, Mrs. Pamela Jones, said the continual droning of the factory ships by day and night was well above the tolerance of most people. She added that the stench of fish in Falmouth on a recent Saturday afternoon had been almost unbearable.

Mr. Rye said the different countries seemed to work in different ways. The Italians blast-froze their fish, returning home with it and causing no problems. The Bulgarians plate-froze it, causing more noise but few other problems. The Russians, out in the Bay, used machinery which interfered with TV reception, but did not make offensive noise or smells.

The East Germans were the biggest problem, said Mr. Rye. Their vessels handled 50 tons of fish a day — and this meant 25 tons of offal which had to be processed immediately into fish meal.

COMMENT

THE ALMOST annual battle for supremacy on Humberside between the ports of Hull and Grimsby has flared up again. The salvo this time has been fired by the Hull Fishing Vessel Owners' Association which has made a plea for Government aid to keep the port in business until, in a restructured industry, it can become the centre of Humberside fishing operations.

This time the argument has taken something of a new turn. For the first time it has been publicly acknowledged that there is only room for one port on Humberside — something that has previously only been talked about privately.

There is no doubt that for freezer trawler operations Hull has the best set-up and it has been assumed that this would form the future of the port, with Grimsby taking over the wet fish side. Now, it seems, Hull wants to take the lot!

Hardly any panic has been caused in Grimsby by this latest blast from Hull. Mainly, the reason is because the trawling tide has been flowing from the north back to the south bank of the Humber. Whatever facilities a port can offer, it is the price for fish which is the strongest argument. And it is on this count that Grimsby has scored over the years.

For a long time now Grimsby has been regarded as the quality market on the Humber with Hull as the main supplier to the fish and chip trade.

While it is sad to see two great fishing ports trying to wipe each other off the map, no matter what paper arguments are put up it will be the market price for fish which decides the issue.

fishing news

Editor: Harry Barrett

Assistant Editor: Ian Strutt

Scottish correspondent: Gloria Wilson

Advertisement Director: Fred Pursell

Advertisement Manager: Bill Barber

Managing Director: W. A. Cathles

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ABC

Engineer missing

THE chief engineer of the Lowestoft trawler *Aztec*, Ronald Vever, lost at sea during Monday night when the vessel was about 200 miles out of Lowestoft.

Mr. Vever (52) was missing when the vessel was steaming between the grounds and a sector was carried out during the *Boston Aztec* (19C) was man) sailed on her last towards the end of last

NORWAY WARNS OFF SCOTS SEINER

A SCOTTISH seiner was ordered to leave the fishing grounds after a Norwegian boarding party found that her skipper was not keeping a log. Two trawlers were also warned about not complying with Norwegian regulations earlier this month.

The seiner *Supreme*, which works out of Peterhead, was asked to leave the Norwegian zone and the pair trawlers *Morning Dawn* and *Unity*, also from Peterhead, were understood to have been warned about the regulations.

All three skippers were unaware that they had to keep

what the Norwegians term a 'fishing diary', in which the gear carried, estimated catches and movements of the vessel have to be logged. The Norwegians insisted that these measures were necessary under a transitional agreement which runs until the end of this year.

A Scottish Department of Fisheries spokesman said that these regulations had been passed on to industry representatives. But they do not seem to have got through to the fishermen.

As the regulations are contained in an 82-page document, it is not surprising that there has been some difficulty interpreting everything the Norwegians require.

There has, however, been an assurance from Norway that there will be no prejudice against the future operation of the vessels involved in this latest incident.

Mesh net sizes form an important part of the transitional arrangements. For trawls or Danish seines of single-thread, not made of manila, hemp or sisal, the minimum applies. For double-thread nets, not made of manila, hemp or sisal, the limit is 75mm.

Manila, hemp or sisal trawl and seine netting requires a minimum of 80mm and for shrimp trawls 16mm.

After December 31, an 80mm minimum will be in force on all nets used south of 62° in the Norwegian sector of the North Sea.



Supreme — the Peterhead seiner asked to leave Norwegian waters.

Whitby boats make a killing

THE skippers of half-a-dozen Whitby inshore trawlers were well pleased when they put into Grimaby early last week. They had dropped on to some good cod and codling fishing near the Humber.

The vessels each bettered more than £30 per kit for catches of between 84 and 129 kits — and it was generally reckoned this was much more than they could have expected at Whitby.

So many vessels landing heavily at that port would almost certainly have depressed the local market.

The inshore boats *Anmara* and *Caro-Sal*, landing to Hamling, earned £3,108 and £3,832 respectively, but Sam Chapman's agency secured the best average price of £33.79 per kit which was picked up by *Ard Aidhm*.

Also landing was *George Weatherill*, *Scorsby* and *C.K.S.*

Twin-engine trawler

GRIMSBY inshore trawler owner Tom Walkley has seen the keel of his new 59ft. long twin-engined steel inshore trawler laid at a Portsmouth yard.

Mr. Walkley, who owns the Grimsby-based 68-footer *Victory* which has landed four port record trips recently, has ordered a *Makishi*-class vessel from South Ocean Services (Commercial Craft) Ltd.

The trawler is being built at Woolston and delivery is expected in August this year. The design is by Porthleven naval architect Denis Swire and the first in the class, *Lia G*, was launched last year for Brixham.

The new trawler is of steel double-chine construction with soft nose stem, a good sheer line and round transom quarters.

She will be equipped with two 3306TA Caterpillar diesel engines each developing 235hp which will give her an estimated speed of 9½ to 10 knots.

The engines will be geared through 3.83:1 hydraulically-operated boxes to twin propellers.

The stern trawler will carry 3,380 gallons of fuel and have a fish hold capacity of 1,600 cu. ft. The deck machinery will comprise a Mastra four-drum trawl winch and accommodation includes a four-berth rest cabin and galley aft of the wheelhouse.

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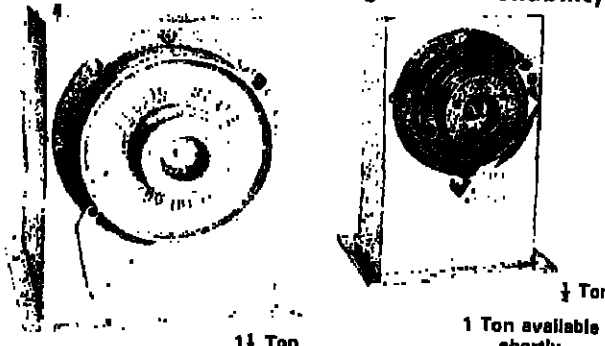
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INDIAN PARTY IN LONDON

AN EIGHT-member delegation of the Marine Products Export Development Authority of India (MPEDA) — currently visiting West European countries — is in London until tomorrow (Saturday, April 15).

The main objects of the visit are to examine EEC markets, explore joint ventures in deepsea fishing and establish warehouses for Indian fish in some European countries.

The team will be the guest of the EEC trade mission and all arrangements and appointments have been made by: The Import Opportunities Office, London Chamber of Commerce & Industry, 68 Cannon Street, London EC4N 5AB. Tel: 01-248 4444.

Guest

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Except for a few very short runs of good fishing, with the best just after Christmas when there had been a break in trawling and purse seining, handliners have had a frighteningly bad season.

This does not tell the whole story. Up to August we were paying for fishing vessels operating £0.481 per metre length per week, per ship. Since then, operative from August 1, these charges were increased to £0.832 and further increased on January 1, 1978, to £1.48. So, within five months, we had suffered an increase of over 300 per cent. Other charges have nearly doubled also.

That is the reason why the small craft which normally work the Humber estuary are nearly all laid-up and off the register. On top of these charges is eight per cent VAT. So, in fact, the effect of these iniquitous

charges is to wipe out the estuary fishing completely from Grimsby docks.

No boat can hope to survive under these circumstances as the normal sole fishing in the summer does not support costs like these. I can provide all the proof necessary — only a few larger boats which can work at sea dogging or potting can carry on.

What codling was caught during the winter months by the individual boats which could face the weather and got anything out of it at all was almost swallowed up by expenses. It is time our case was reviewed and these smaller boats were placed in another category consistent with their earning capacity. Otherwise they will cease to exist. And this will delight our opponents.

Humber estuary fishing has existed for centuries and is now destroyed. Our only other alternative is to operate from trawler boats, long lining in the winter. The light of publicity just might influence those in authority to save us from extinction.

H. BUCKINGHAM,
46 Edward Street,
Cleethorpes,
South Humberside.

Quay threat to 570 crab jobs in Westcountry

A GROUP OF South Devon shellfishermen are bidding to buy the quay from which they operate to save the jobs of 570 people in the industry.

The South Devon Shellfishermen's Association is receiving help from Devon Fisheries Committee in its efforts to purchase Kingswear Quay which is on the river Dart.

It has made this decision because Dartmouth Ltd., the owners, intend to increase the

yearly rent from £120 to £5,500. The association realises it was renting the quay at a rock-bottom price and offered to step up the fee to £3,000 a year. But Dartmouth is keeping to £5,500.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 1800 for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property. Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Tom Jones, chairman of the association, said: "The quay is the only place where shellfishermen can land their catches."

Property

Letters

variation is needed after all and it will be no pleasure to us to say: "We told you so".

Gilbert Buchan of the Scottish Fisheries Federation is right: conservation comes before commercialism, that is not woolly altruism, it is commercial common sense.

Present commercial expediency will make our generation that lost the

what codling was caught during the winter months by the individual boats which could face the weather and got anything out of it at all was almost swallowed up by expenses.

It is time our case was reviewed and these smaller boats were placed in another category consistent with their earning capacity. Otherwise they will cease to exist. And this will delight our opponents.

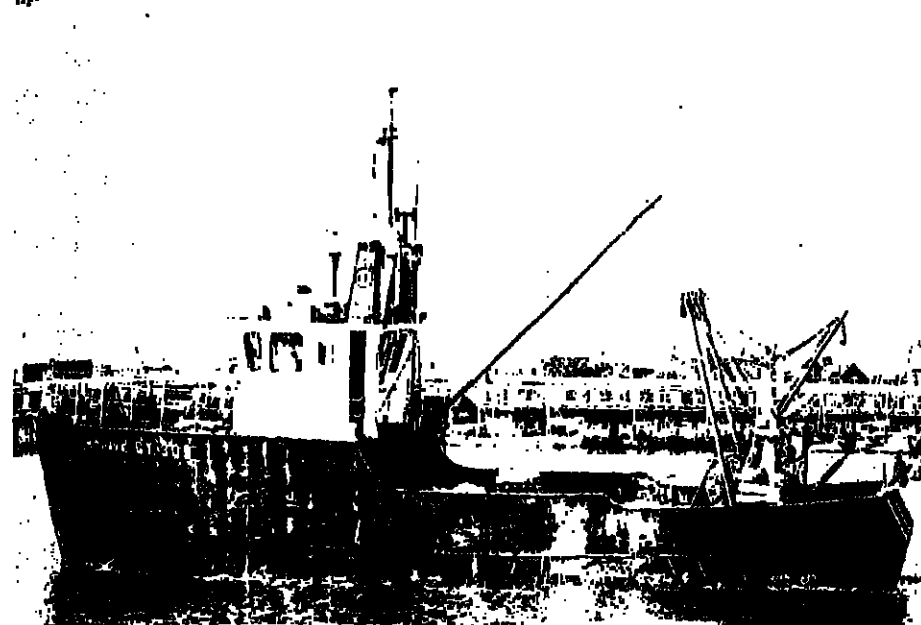
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Things haven't changed much when a fisherman can be fined £5,000 (then reduced to £2,500) for taking one salmon a mile out to sea.

The sheriff's remark that if the skipper was unable to pay the fine the accused could sell his boat is redolent of the summary justice handed out by autocratic landlords to their long-suffering serfs.

It would appear from recent court cases that the judiciary consider fishermen's fair game for



Mohave: resuming fishing from Grimsby.

'Mohave' back

THE GRIMSBY steel multi-purpose *Mohave*, badly damaged recently when an unknown cargo vessel almost ran her down in thick fog near Smith's Knoll, has resumed fishing after repairs.

Mohave was a single-boat trawling from Lowestoft at the time of the accident, but after being towed to Grimsby, she was repaired and is now working from Grimsby.

The 64-footer has been fitted for North Sea single-boat trawling and sailed for the North Sea grounds last weekend with Skipper 'Stony' Gallagher in com-

mand. *Mohave* works through the Tom Sleight (F.S.) Ltd. agency.

Also getting back into business after a spell out of fishing is the Grimsby pair trawler *Paul Anthony*.

The vessel has now been linked up with the multi-purpose boat *Beverley* which has switched from seining, and this all-Hamling agent pair is the 15th team currently working from Grimsby.

Paul Anthony (Sk. Frank Josephson) and *Beverley* (Sk. Johnny Stringer) also sailed from Grimsby last weekend.

FRENCH PILE IN BLUE LING

FLEETWOOD had one of its biggest ever landings of blue ling by a single vessel last week when the French stern trawler *Jones Bank* arrived with a total catch of 1,820 kits.

The landing included more than 1,000 kits of blue ling, 340 of cod, 350 of haddock, and 50 of whiting for a grossing of £39,365.

This was the week's top grossing at the port and it shows that blue ling — previously not a variety in demand at Fleetwood — has found a viable market.

Jones Bank's sister-ship, *Bressay Bank*, came second in the grossing stakes — also thanks to a big catch of blue ling. The vessel landed a total of 1,862 kits which sold for £38,369. Both catches came

from the deepwater grounds off the west of Scotland.

Making up a trio of top French trawlers at the port was *St. Enogat*. She has been one of the most frequent 'stranger' vessels since French trawlers recently began using the port.

She did not, however, land blue ling. Her catch totalled 1,122 kits for a grossing of £32,104. The vessel's crew flew home to France before returning this week to sail again for the middlewater grounds.

It was left to a Fleetwood

pair team to match these grossings.

Navena and *Armana*, commanded by skippers John Burns and Tom Christy, returned to port after a short trip with catches which sold for a total of more than £62,000.

Navena's 1,224 kits sold for £33,565, while *Armana* had 1,011 kits for £29,231.

Top Fleetwood individual grossing was by the stern trawler *Gavina* (Sk. Charlie Scott) which landed 948 kits including 560 of haddock, which sold for £25,272.

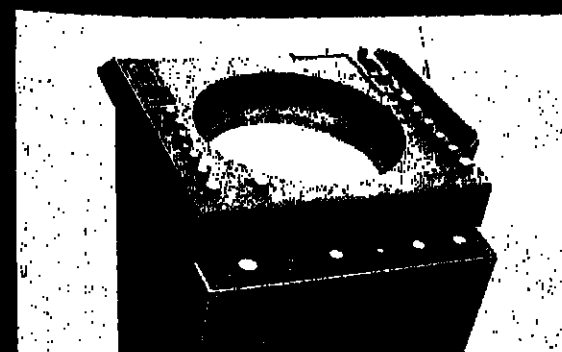
Her sister-ship, *Luneda*, (Sk. Tony Barkworth) was not far behind with a catch of 968 kits worth £21,637.

There was also a good middewater grossing for the big side trawler *Ella Hewett*. Under the command of Skipper Derek Reader, she returned to port with 816 kits — 150 of cod, 360 of haddock, 50 of whiting and 30 of coley — to earn £21,700.

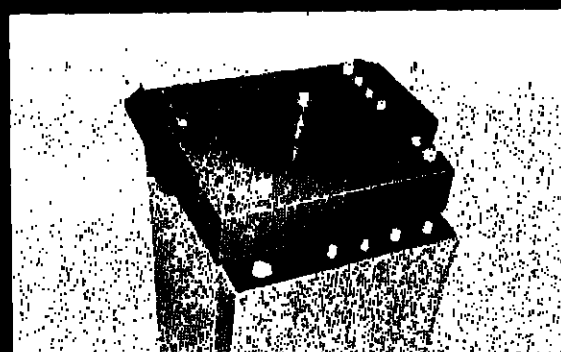
It was by no means an outstanding week for demand and there were disappointing returns for some main varieties.

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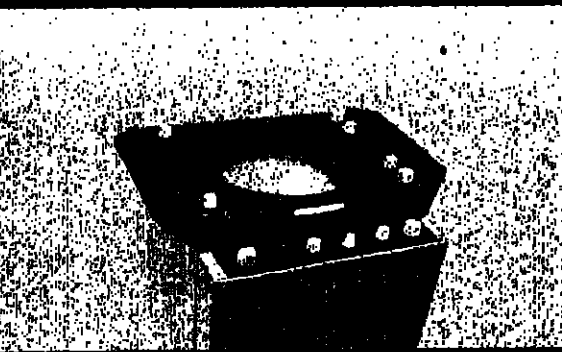
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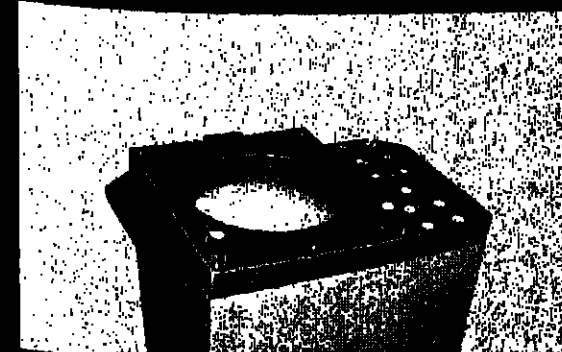
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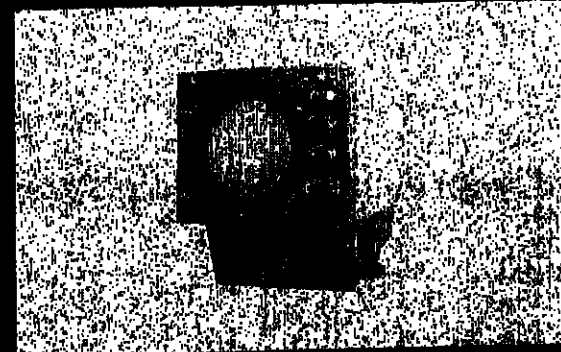
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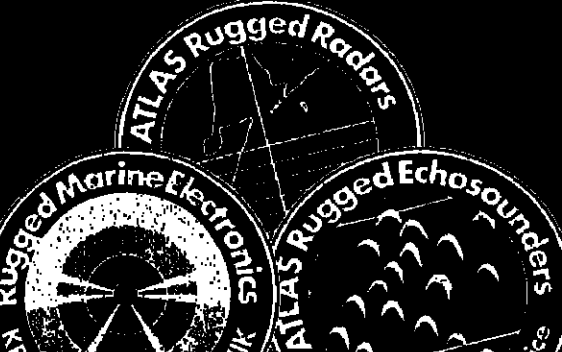
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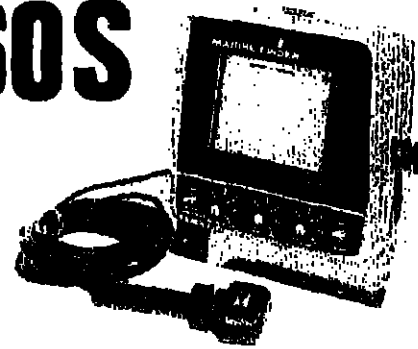


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Champagne for Taylor record

THERE WAS a champagne celebration for the crew of the Grimsby middle water trawler *Nanao* when she set a new company grossing record for owners H. L. Taylor Ltd. last Friday.

Nanao, skippered by George 'Sonny' Hughes, scooped up £26,123 from 944 kits after a 16-day North Sea trip—and this included 250 kits of dogfish!

The 18-year-old trawler spent all her early years at the Humber port as *Galilean* with the now defunct trawler owners, Sir Thomas Robinson &

Son (Grimsby) Ltd. At 131 ft. she is one of the largest trawlers in H. L. Taylor's ten-strong middle/near water fleet.

The vessel landed on what proved to be the shortest market of the week, for there were only two inshore boats and an anchor-seiner in on the same market.

However, considering it was a Friday, the auction was very well attended and the new company record was 'on' from the moment the bidding began.



Nanao: H. L. Taylor company record of £26,123 last Friday.

IRVIN TRAWLER ORDERS ARE CONFIRMED

TRAWLER OWNERS Richard Irvin and Sons Ltd. of Aberdeen and North Shields have now placed an order for two 98.5ft. (30m.) stern trawlers with the Merseyside shipyard of McTay Marine Ltd.

They will be capable of bottom and pelagic fishing, having a beam of 28.7ft. (8.76m.). The first is scheduled for delivery in February or March next year and her sister-ship will be ready about three months later.

They are to be built to Lloyds +100 A1 Stern Trawler classification and it will be decided whether to base them at Aberdeen or North Shields nearer the launch date.

Both are designed to fish

for a variety of species, including mackerel. They will be the first stern trawlers in the UK fitted with a Kvaerner refrigerated seawater system and Brunvoll bow thrusters, although this equipment is in wide use in the Scottish purse seine fleet.

The machinery space will

be forward and the main engine is to be a Wichmann 4AXA unit of 1,350 hp running at 375 rpm.

It will be coupled by direct drive to a controllable pitch propeller housed in a propulsion nozzle. Propeller and nozzle will be supplied by Wichmann.

All the hydraulically-driven gear handling machinery will be by Karmoy and includes split trawl winches, net drum, gilson winch and submersible fish pump. All will be powered through a Karmoy gearbox from the fore end of the main engine.

A pump driven from the Karmoy gearbox will also

drive the 105hp bow thruster. A spokesman for the owners said that the bow thruster will give the vessel manoeuvrability when she is pumping fish aboard from her trawl.

The two RSW tanks will be fitted aft, port and starboard, and the model 92/82 refrigeration plant is designed to chill 39 tons of seawater from 15 deg. C to 0 deg. C in four hours, ready to receive the catch.

A fishroom with capacity for 1,000 boxes of fish will be located forward of the tanks, while a space for gutting is to be arranged below deck, aft, between the two tanks.

Accommodation for ten men will be arranged forward, on main deck level, and other equipment is to include Volvo and Caterpillar auxiliary engines to give a 300V electricity supply.

The new vessels will be the first small stern trawlers for Irvin, although the firm already owns four larger stern trawlers.

Two of these — *Ben Edd* and *Ben Wyllie* — have successfully fished mackerel for a short time.

**50
years ago**

SATURDAY, APRIL 14
PLANS to extend Aberdeen fish market sent to town council and will go to its finance committee this week.

WINTER herring fishery extended for a week as catches north of Firth of Forth are still good.

£88,177 collected by 20 towns in Great Britain for lifeboat service — £3,200 more than last year.

A RECORD 7,683 tons of fish was landed at Fleetwood during Lent — close on an average of 200 tons a day.

FLEETWOOD steam trawler *Cartagena* is listed missing off the coast of Brazil with a crew of 12. Nothing heard of the vessel since a lifeboat was washed ashore on the Cumberland coast.

Digital direction finder

I HAVE received scores of inquiries from readers who want to know the best electronic instruments to use when fishing wrecks either with gill or tangle nets, or with lines.

The most effective basic instruments are a Decca Navigator and Track Plotter used in conjunction with a sonar.

Add a radar and your boat would be ideally equipped for finding and re-locating wrecks.

Inquiries do not come from experienced Grimsby skipper, Eric Loe, who may have fitted his ex-seiner *Wardley* with a Loren 'C' position finder, in addition to all other most desirable instruments for wreck location. They come mostly from owners of inshore boats up to about 40 ft. who find it impracticable or prohibitively costly to install Decca Navigators, sonars and radars and who want to know what comparatively inexpensive alternatives are available.

A typical letter, for instance, arrived from a reader who operates off the south coast of Cornwall. Having gone into costs of the most effective position finding instruments, he decided to try and locate wrecks with the echo sounder installed in his

boat and a radio direction finder.

He wanted to know what RDF sets are currently available and the degree of accuracy he could expect to take bearings with them.

Some automatic direction finders cost almost as much as small radar sets; there are moderately priced receivers with which he is likely to be able to take bearings of marine radio beacons with adequate accuracy; and also low-priced, hand-held receivers which might — under favourable conditions — enable him to take accurate bearings of marine and aeronautical beacons.

His best buy would be a moderately priced receiver to take bearings of marine beacons within 100 miles of his grounds and which would give him satisfactory angles of intersection — those at Round Island in the Scillies, Ushant, Ile de Batz, Lizard, Eddystone, Start Point, Roche Douvres and Casquets.

An even more satisfactory purchase — a portable, digital radio direction finder which requires no installation of loop or goniometer for its operation — will be available in July.

Known as the Aptel Marine Digital Direction Finder 300, it is self-contained and suitable for use anywhere on the long waveband (190-500 kHz).

It is said that all you have to do to obtain a bearing is to key in the frequency of the required beacon or station, squeeze a trigger, rotate the instrument for a null reading on a meter, release the trigger and a built-in compass will be locked on to the bearing.

The instrument is 8.5 in. long, 3.9 in. wide, 7.3 in. high and weighs 2.6 lb. and is housed in a weather-proof plastic case so that it can even be used in the open.



Special features are that a fully synthesized, automatically tuned, digitally locked receiver guarantees precise frequency selection and high sensitivity. Special circuits eliminate station overlap and reduce electrical interference. A built-in digital timer clock provides immediate station sequence checks. And modular construction permits easy servicing.

The instrument can be used for taking visual bearings of landmarks, light vessels, etc., and for reception of longwave broadcasts and weather forecasts.

It is powered by easily obtainable batteries.

It is made by Aptel Marine, a Division of A.P.I. Electronics Ltd., Darwin Close, Reading, Berkshire.

It is powered by easily obtainable batteries.

Working two nets

"PLEASE explain the difference between trammel and tangle nets, and the ways in which they are made and worked?"

Basically, the description tangle net is a generic one; it means any kind of net in which fish become entangled instead of being caught by the gills or otherwise entrapped.

A trammel is a special type of tangle net; a ray net is another.

Customarily, our description of a tangle net means a net consisting of a single wall of netting only, hung and set so that, when there is no tide running, its bottom half lies loosely on the seabed instead of forming a vertical curtain like the bottom half of a gill net.

A typical tangle net is about 25 fathoms long by nine ft. deep, made of fine twisted nylon netting with a mesh size of about 5 in. It is set in by the half and has small oval plastic floats on the headline so that it fishes 4 ft. deep. A light headline is attached to the footline.

A net of this kind will capture most sizes and species of fish including lobsters and crabs. It is used commercially for taking soles and plaice, as well as larger species such as skates and rays.

A typical trammel net is about 30 fathoms long by 5 ft. deep. It is comprised of a float line from which is suspended an inner wall of 3 in. or 4 in. mesh netting and two outer walls of 18 in. mesh netting. Meshes of both inner and outer walls are likely to be hung diamondwise, but are sometimes hung square.

The net's inner wall is set in by the half — 80 fathoms of unstretched netting mounted on 30 fathoms of floatline — and is twice the depth of the outer walls so that it hangs loosely and there is plenty of slack to be carried through the latter.

Outer walls are set in by the third, unless they are hung square and not set in at all.

Fish swim through the outer walls of the net and carry the small inner mesh netting through the large meshes of the outer wall on the other side. Thereafter, they are trapped in a pocket from which they seldom escape.

Cod, skate, soles, plaice, brill, whiting, bass and mullet are all taken in such nets.

Both trammel and tangle nets are designed to be set on the bottom. At sea they are

usually worked in fleets. In estuaries and rivers one or two nets only may be worked.

Method of working is similar. An anchor with buoy line is lowered and then a few fathoms of line to join anchor to nets, then the nets are shot — usually at slack water

athwart what remains of the tidal stream — and then another line is attached both to a bridle in the end of the last net and a buoyed anchor.

At sea nets are usually left down for about 24 hours; in estuaries and rivers, they may be set for two or three hours only at low water slack.

If tidal currents are strong, spars may be fixed in the outer ends of nets to help keep them upright and prevent twisting.

Injections

"I HAVE been offered a secondhand diesel engine with 'indirect injection'.

"Can you tell me what is the difference between indirect and direct injection?"

In an indirect injection engine fuel is sprayed by the injectors into combustion chambers, instead of straight into the upper parts of the cylinders as with direct injection engines.

Vibration

"WHAT ARE the principal causes of vibration in a boat?"

An unbalanced engine; an unbalanced or mis-shafted propeller; a mis-aligned propeller shaft; and/or insufficient clearance between propeller blade tips and hull.

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Stan M. Crawford.

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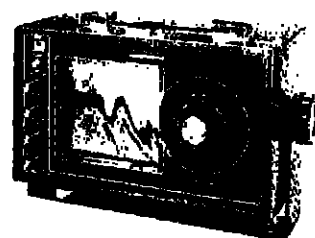
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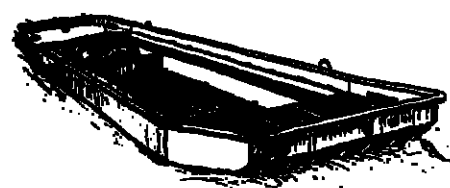
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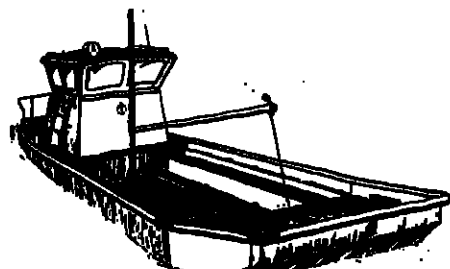
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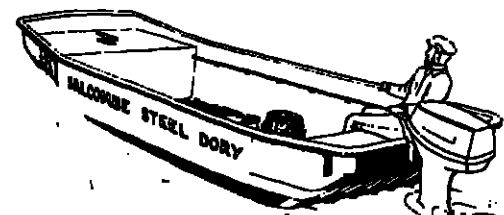
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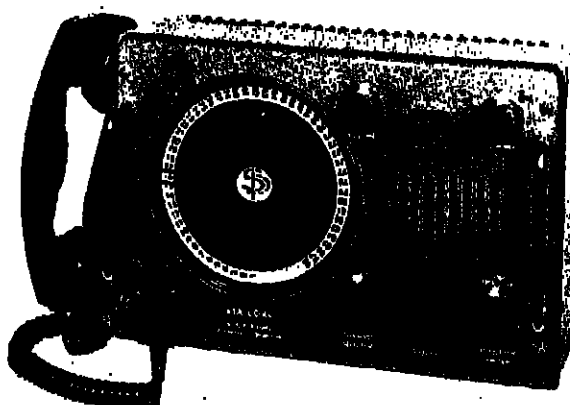


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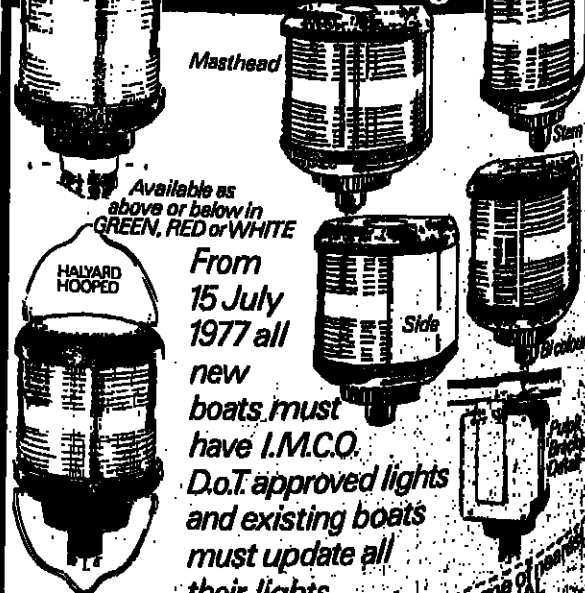
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INSHORE at Grimsby

A MONTHLY FEATURE



George Renton (left) and Peter Fisher, the co-owners of Floreat at Grimsby. Port charges for the boat (below) are "breaking their backs."

THE late March gales which caused such havoc on the North Sea fishing grounds also brought problems inside Grimsby fish docks where all the main small boat berths were badly congested.

It's not a new problem, but it is one which is getting progressively worse as the fleet of vessels below 80 ft continues to grow.

The number was up to 172 by the beginning of April and, with the substantial port charges everyone is forking out nowadays, skippers and owners reckon on the facilities at Grimsby leave a great deal to be desired. It may be stretching the

point just a bit far, but if you buy a first-class ticket on the railways you don't expect to travel in the guard's van. Yet, this is more or less what is happening at Grimsby where the port charges are amongst the most expensive in Britain and the small boat facilities are pretty wretched.

In the two old graving docks, where inshore boats and a few seiners tie up, most of the timber piers only remain serviceable because of the makeshift repairs made by fishermen. Similarly, mooring arrangements on the West Pier and in the old Board of Trade corner (colloquially termed Scrobs Corner due, so the story goes, to the numbers of foreign fishermen who plunged into the docks whilst trying to clamber ashore in days gone by) are crying out for attention.

Puddles

On the quaysides a few loads of hard core, properly concreted over and made up, are badly needed as it's a difficult job making ground at either side on foot even after the lightest rainfall. The puddles are deep and muddy footwear doesn't make for sure-footedness when stretching out over the dock on to the stem of a "snibbie."

All these problems are magnified when the docks are packed, as happened last month, with vessels moored up to each other's sterns sometimes two-vessel lengths away from the quay.

Some time ago the British Transport Docks Board took a step in the right direction by handing over the redundant concrete quays of the old Henderson and Chapman jetties to the pair trawlers, where they have good berths and shore space for net fixing. However, even with double-berthing there is only enough room for about 20 vessels.

Annoyed

Right across the board people are complaining about the poor deal the small boats are getting. An example is Peter Fisher, who brought the one-time Scarborough inshore boat

Floreat (SH 6) down to Grimsby last October. He feels very annoyed about the huge increases in charges he has seen in just six months working from Grimsby.

Peter works Floreat two-handed with George Renton, his co-owner, and the pair are struggling along on such slender margins that they claim the dock dues are "breaking our backs."

Dogging

Peter told Fishing News: "We want to work Floreat from Grimsby because it's ideally situated for dogging, soiling and spragging."

"When we bought Floreat last October the dues were reasonable enough, but everything's gone up so much since we just don't know how they justify these amounts with no facilities."

"The thing that sticks in our throats is when we complain the authorities say well, no one forced you to come to Grimsby." "We wouldn't mind much if only they provided a few facilities like Scarborough does. Our port charges have trebled since we arrived."

The 48 ft. inshore trawler, engine with a Kelvin 88, is also going through her DTT survey at Grimsby.

Before the sale Scarborough stalwart, Johnny Normandale, fished Floreat to within three months of the move to Grimsby where the new owners have concentrated on hand-lining in the Humber for cod and a little inshore trawling off Mablethorpe.

Bait

Now Floreat is set to trawl for soles off Cleethorpe and this, at least, should ease the bait problem which has beset all Grimsby's winter liners.

At the end of March lugs had reached 220 per thousand — and that's just enough to catch one lot of fish. With the price for small line caught cod dipping as low as 221 per lot, you need to be a mathematical genius to

realise how hard it can be making a living wage.

Both Peter Fisher and George Renton think bona fide inshore fishermen should be allowed to dig bait on Cleethorpe beach under licence.

"They don't realise that bait dug on the beaches around here keeps an awful lot of people in work," said Peter.

There are now less than a dozen vessels from the 117-strong fleet of anchor-seiners without rope storage drums. So, with the legal vessels almost completely equipped, the agents are looking elsewhere for work.

Of special interest was a two-drum Grense unit, Anglo-Danish fitted to the Hartylpool seiner Endeavour II (KY 358).

The drum was fitted in alongside the wheelhouse. Other recent installations include a Hamme set on Ling Bank — back setting after a long spell pairing — and a Maitie set on the hard working Carlo, one of the

last to abandon her collar. Boats in the new include the winter prawners Tarmo, Streymoy, Nordland and Ava Jean, which are back home after working off Hartylpool with varying successes.

Switched

Amongst the pair teams Hamling has switched Beverley (Sk. Johnny Springer) to link-up with Paul Antony (Sk. Frankie Josefsen).

A temporary loss to Grimsby is Sleight's Arkells, now working from Lowestoft as an inshore liner, but the port's biggest agency will doubtless make good this deduction with its summer visitors, like Dalma which usually arrive for May.

Hamling, meantime, will welcome back Fern from Fleetwood and United expect Charnor (FD 94) Axx (FD 87) and Ceylon (WA 18) from the west coast.

TOM WOOD



Right: White Bank; Grimsby's newest gill-netter, is a former anchor-seiner. She is making a steady contribution to the inshore scene.

SIDELINE GIVES STEEL

THE PROTOTYPE of the Spinningdale-class pocket sidewinder now so popular for trawling Scottish waters has undergone a major conversion at Peterhead. The 85 ft. *Mount Royal* has been fitted with a shelterdeck and net drum and she is now laid out to tow her trawl from the stern and haul the cod end over the side.

She was built in 1973 by John Lewis and Sons for Malcolm Smith Ltd. and operated successfully. Then, after being laid up, she was bought by Orkney brothers, David and Albert Reid. Albert is to command the vessel, but David will remain skipper of his small trawler *Golden Quest*.

Mount Royal is to go single boat white fish trawling from Aberdeen and will be agented by the newly set-up Aberdeen Inshore Fish Selling Co.

Her modifications have been designed by the Napier Co. (Arbroath) and the main contractor for the work was the Northern Engineering Works of Peterhead.

She has a beam of 20 ft. 6 in. and was originally fitted with a 450 hp engine, but about three years ago was repowered with a Mirrless Blackstone model of 495 hp. One of the more unusual features of the refit is the full length aluminium shelterdeck extending from the whaleback to the wheelhouse.

A new aluminium wheelhouse has been fitted to the existing steel casing and the after end of the casing has been removed to leave a clear deck area at the stern.

New hydraulic gear-handling machinery from James Robertson and Sons of Fleetwood has been fitted on the main trawl deck. This includes two split trawl winches fitted forward and a 3PN5G net drum installed at the stern.

Each split winch is driven by a two-speed Staffa hydraulic motor; maximum pull is eight tons and maximum hauling speed is 380 ft. per min. Automatic spooling gear is fitted and each winch holds 800

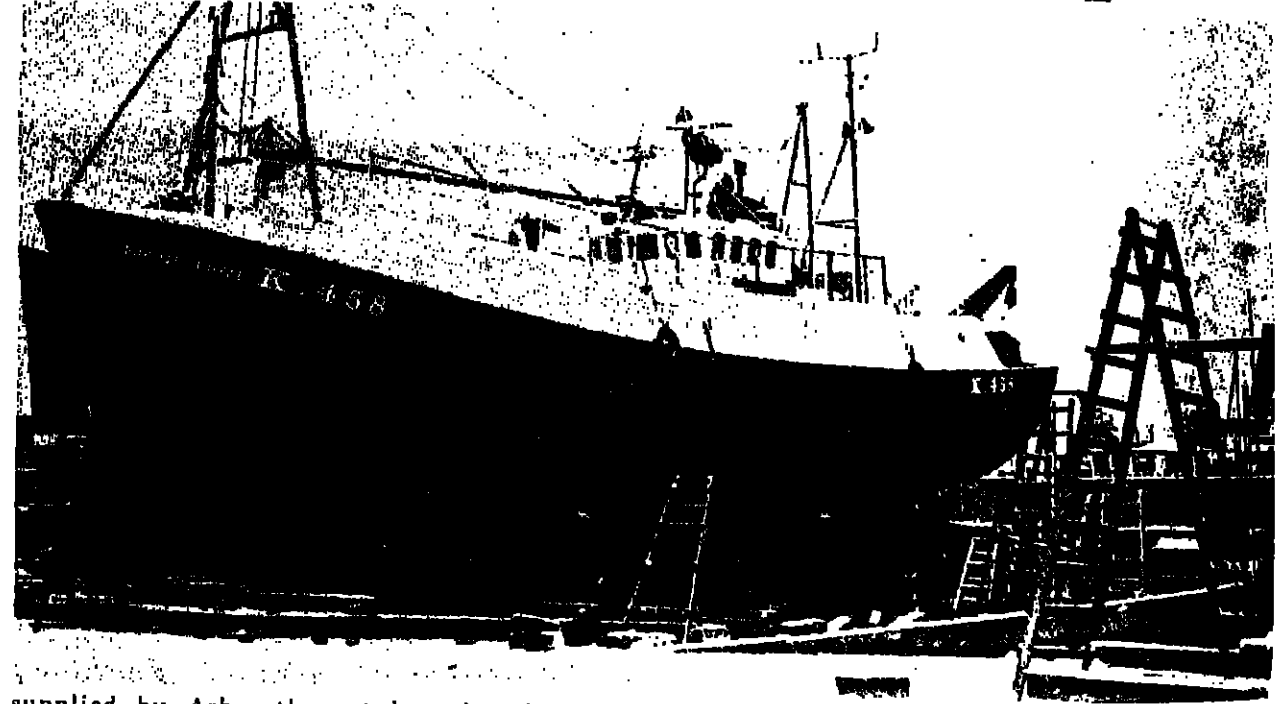
fathoms of 2 in. wire. Controls for the trawl winches are console mounted on the trawl deck, just at the fore side of the starboard winch. Local controls are fitted to the net drum which has a pull of five tons. A Robertson windless is also fitted.

The layout of the vessel enables the gear to be towed from the stern and the towing blocks are hung from heavy steel arms housed on the after end of the casing.

A towing post fitted on the casing, between the towing blocks, can be used to give tighter control of the gear when making small turns or completing a lot of turns.

When the net is hauled it can be taken round the net drum together with the sweeps and spreaders. The bag is then taken around to the starboard side to be lifted.

It is emptied into deck ponds at the starboard side of the casing and the catch then passes forward for gutting and washing below the deck-shelter. A new Caterpillar 3306 (300 bhp at 2,000 rpm) auxiliary engine has been



supplied by Arbroath engineers, William Teviotdale, to drive three Vickers hydraulic pumps for the deck machinery. The drive is from the fore end of the engine through a Twin Disc single input, triple output, gearbox and clutch.

Two pumps drive the trawl winches and the third provides power for the windlass and the existing cargo winch.

The port winch pump can be used to drive the net drum, with hydraulic oil being routed by means of a directional valve. The Caterpillar engine also provides power for a 22 kW 230 V d.c. generator, an air compressor and a Gilbert Gilkes and Gordon bilge and general service pump. This equipment was already on the vessel and was driven from the auxiliary engine which has been removed. A new AC90 generator is also driven from the Cat engine.

Mount Royal has a new Frank Mohn gearbox and clutch unit fitted at the fore end of the existing propulsion engine to power two Vickers pumps for the trawl winches. One of these pumps can also drive the

net drum through a directional valve. Full power for the winches and net drum can be provided by the pumps on the main or auxiliary engines.

The boat has also been fitted with Promac ice-making and fishroom cooling plant supplied through the Dutch firm's UK agent, Morep Ltd. of Halifax. Its compressor unit, housed in the engine room, is driven from an electric motor which can be fed from any one of the three 230 V generators.

Twelve cooling coils are fitted in the deckhead of the fishroom which was already insulated throughout and fitted with steel stanchions. It has been equipped with new wooden pond boards.

Wooden trunking carries the two fishroom hatches up to shelterdeck level for unloading the catch. The ice-maker, which can produce up to 2.4 tons of ice daily, is fitted in the storeroom forward.

A new set of electronic equipment has been fitted in *Mount Royal's* wheelhouse. Woodsons of Aberdeen has supplied the "Sailor" radio telephones, Elac fish finding aids, Mermaid 23 watchkeeping receiver, Robertsons AP-7 automatic pilot and Woodsons Intercom system.

The "Sailor" radios include T128 R105 and T128 R106 SSB units and two RT144B vhf sets, and the Elac fish finders include LAZ72 Echograph with LAZ82 synchro Fishlupe and an LAZ100 50 kHz echo sounder.

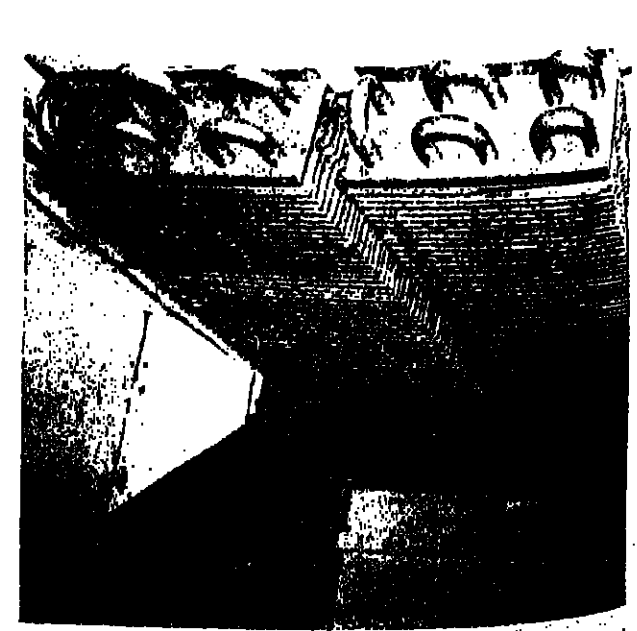
Equipment from Decca includes Mk. 21 Navigator, 350T Track Plotter, plus 914C Clearscan radar with VP2 video processor.

Fishing gear to be used by *Mount Royal* includes Boris and Duthie trawls, 2 in. trawl warp and Danish Vee-form doors.

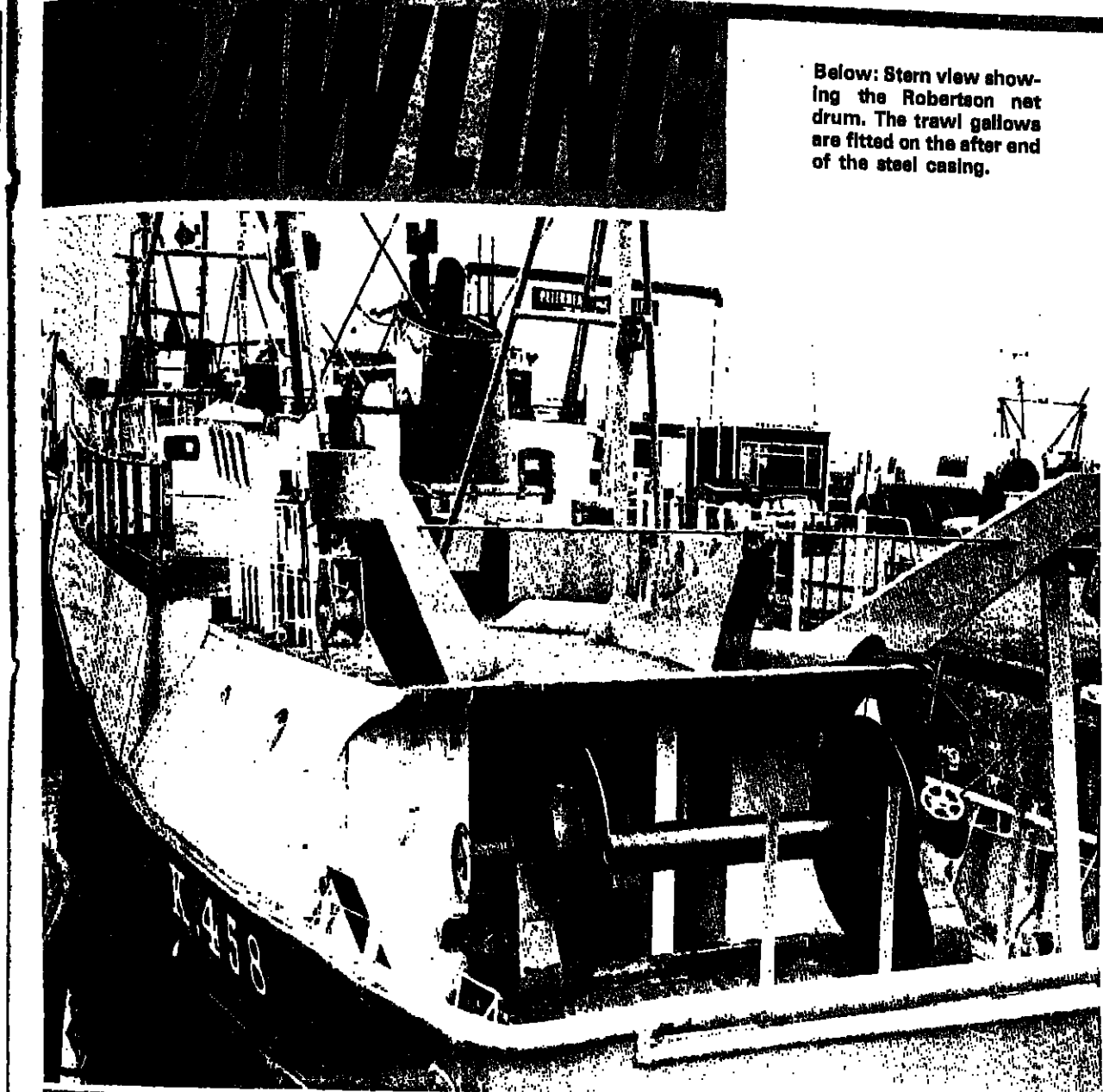
Below: *Mount Royal* undergoing a major conversion. Her shelter is made of aluminium.

Below: The Promac cooling coils fitted in the deckhead

Bottom: One of the Robertson split trawl winches.



Major refit for 'Mount Royal'



Below: Stern view showing the Robertson net drum. The trawl galleys are fitted on the after end of the steel casing.

Three-year warning on mackerel

MORE protection for Cornwall's mackerel fishermen is a must if the industry is to be preserved and the fish conserved.

Cornwall Sea Fisheries Committee, meeting in Truro on Friday, agreed to continue pressuring the Government for more safeguards, but it was warned by fishermen's representatives that if nothing is done soon, the mackerel stocks off the south-west coast could become

depleted within three years. The season for 1977/78, however, has now come to an end. Handliners fishing out of Newlyn landed 675,000 stones of fish valued in excess of £500,000.

At Falmouth, after a disappointing first half to the season, the handliners had a dramatic improvement and,

in January, 300,000 stones of fish were landed valued at £100,000. It enabled fishermen to salvage something from a season which at first looked disastrous.

The committee was also told by the Ministry of Agriculture, Fisheries and Food representatives that

there was no way of telling how much fish went to Eastern Bloc countries this season.

There were no Eastern Bloc trawlers fishing within 200 miles of the Cornish coast, although at one time there were 19 receiving ships in Falmouth Bay. This had now fallen to 11 and, as the season was completed, they were expected to put to sea.

The representative hinted, however, that the total British mackerel catch for this year was still expected to exceed the total of last year — 130,000 tons — despite the poor start to the season.

It was the general move west of mackerel shoals that meant poor fishing for handliners in east Cornwall. The fish that were once around the Eddystone were now off Lands End and Mount's Bay. Newlyn and Falmouth fishermen found the good catches.

Chairman, Jim Philp, is again to lead a deputation from the county to see the Fisheries Minister in London. The move follows last month's meeting on licensing proposals.

They want further assurances for Cornish fishermen for next season in view of the licensing proposals.

It was all very well issuing licences to all who applied for them, but this would not conserve fish stocks.

If a quota system is to come into force, then it should be rigidly controlled with preference given to local boats, said Mr. Philp.

BIG WEEK FOR BOSTON

A 23-DAY Norway coast trip worth £53,658 by the Boston Deep Sea Fisheries stern trawler *Newton Halifax* last week is the best grossing by any Grimsby vessel so far this year.

It was only the second time since last year that £50,000 had been bettered and the vessel, which made £51,503 way back in February, was skipper on both big trips was Ray Harries, who is rapidly taking over the role of the Humber port's top distant water expert.

This big grossing came from a turnout which included over 1,600 kits of codstuffs and a final tally of 1,776 kits. It was on the same Thursday market as the catch from the French stern dragger *De Coudes* which landed a massive 2,862 kits from a 17-day voyage.

De Coudes eventually selected a £84,045 grossing for what turned out to be the last landing this year at Grimsby, and included over 1,100 of blue ling and just on 1,000 of coley.

Agents for the French trawler was the Boston Group and it rounded off a big week for the firm which earlier had brought back *Prince Philip* (Sk. Eddie Grant) from a 24-day Norway coast trip to gross £43,769 from 1,365 kits, again mostly codstuffs.

There was some consolation in the middle water section for BUT, which has now gone over three months without a single wet fish distant water trip at Grimsby.

The one-time distant water-ship *Ross Kelvin* (Skipper Pat Phillips) made £35,788 from 1,256 kits after 17 days on the North Sea/Western grounds.

Over half this catch was haddock, with the balance comprising mainly of whiting, cod and coley.

Slater-ship, *Ross Kipling* with £34,117 from 1,133 kits after 16 days, also did very well and it is now beginning to look as though BUT's K class vessels are really finding

their niche on the nearer grounds.

Top Westerly trip was made by BUT's *Ross Tiger* which picked up £27,344 from 834 kits, mainly haddock and cod, after 15 days.

The recent spate of bad weather seriously interfered with landings by fleets and there were only nine boats returning with fish during the entire week.

The best by quite an emphatic margin was the Danbrit-ship *Britta* (Skipper Tony Chester) which hit £8,187 from 280 kits of quality flat.

Also in the money was the inshore gill-netter *White Bank* (Skipper Olaf Christensen) on £8,210 from 186 kits of wreck-caught cod.

Top pair trip came from a 17-day Floga special by *Carl Boran* (Skipper Graham Riley) and *Jacqueline Boran* (Skipper Jan Boran) which added up to £25,742.

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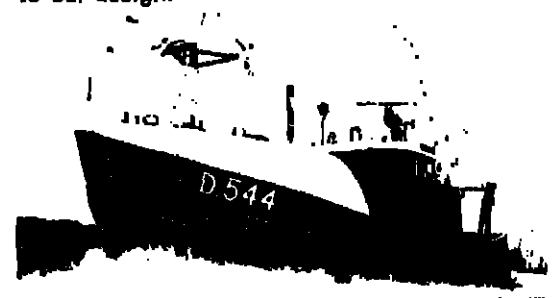
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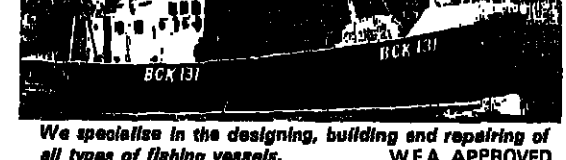
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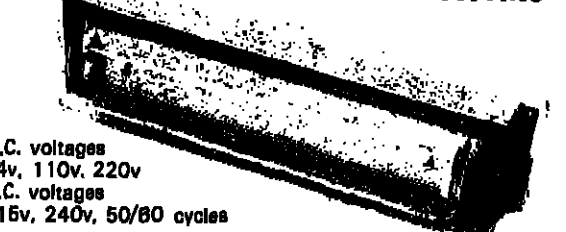
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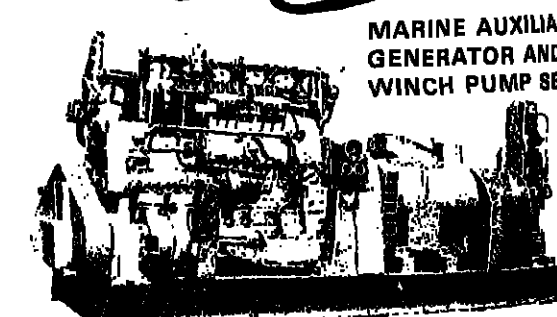
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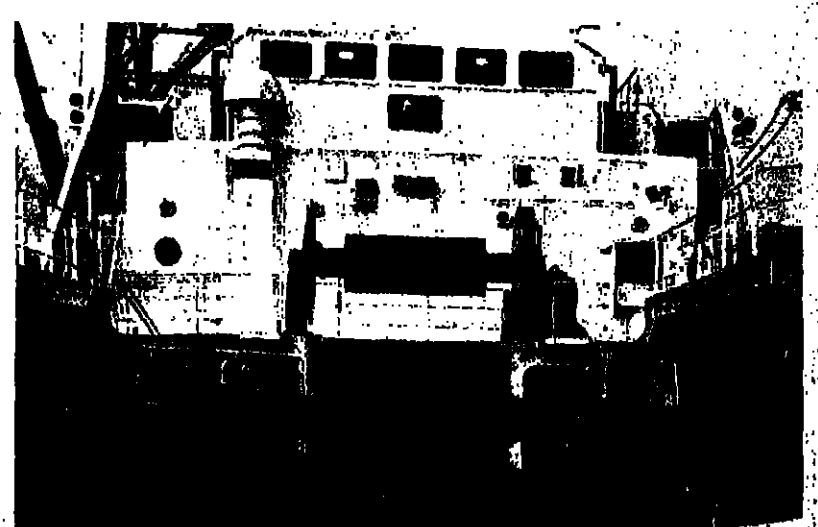


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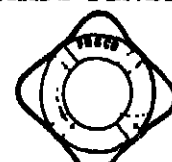
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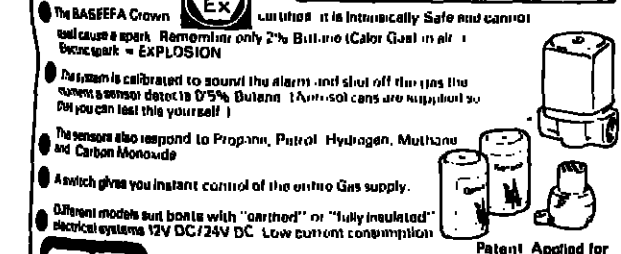
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£53,658: *Boston Halifax*, Boston (Sk. R. Harries), 1,776k, WS, 23 days.
£44,517: *Barnsley*, Consol (Sk. P. Blaney), 1,368k, WS, 23 days.
£43,759: *Prince Philip*, Boston (Sk. E. Grant), 1,365k, WS, 24 days.

Middle water

£35,785: *Ross Kelvin*, BUT (Sk. P. Philipson), 1,288k, W, 17 days.
£34,116: *Ross Kipling*, BUT (Sk. J. Roberts), 1,133k, W, 17 days.
£27,343: *Ross Tiger*, BUT (Sk. D. Auckland), 834k, W, 15 days.
£26,123: *Nanao*, Taylor (Sk. G. Hughes), 944cwt, W, 17 days.
£24,139: *Ross Civet*, BUT (Sk. A. Redpath), 776cwt, W, 18 days.

North Sea

£12,715: *Lucerne*, Lindsey (Sk. S. Davidson), 380cwt, NS, 13 days.
£6,039: *Lepanto*, Lindsey (Sk. C. Nichols), 167cwt, NS, 11 days.

Solers

£8,157: *Britta*, Danbrit (Sk. A. Chester), 280k, NS, 24 days.
£6,078: *Kronborg*, Consol (Sk. H. Dam), 247k, NS, 25 days.
£5,747: *Bennison*, John R. (Sk. A. Hinde), 141k, NS, 14 days.
£5,743: *Sonderborg*, Consol (Sk. O. Pedersen), 226k, NS, 20 days.
£5,363: *Brocksby*, Sleight (Sk. P. Sanderson), 137k, NS, 18 days.
£3,494: *Lindenberg*, Consol (Sk. C. Thim), 136k, NS, 21 days.

Pair teams

£17,706: *Carl Borum*, (Sk. G. Riley), 673k, and £11,737: *Jacqueline Borum* (Sk. J. Borum), 461k, both Danbrit, Flugga, 17 days.
£10,055: *Green Valley*, (Sk. R. Younger), 303k, and £7,882: *Geiser*, (Sk. M. Clark), 244k, both Danbrit, NS, 18 days.
£8,227: *Frembek*, United (Sk. E. Josefsen), 224k and £8,148: *Saxon King*, Sleight (Sk. B. Emerson), 212k, both NS, 19 days.

Gill-nets

£28,210: *White Bank*, Consol (Sk. O. Christensen), 186k, NS, 7 days.

HULL

£92,458: *C. S. Forester*, Newington (Sk. R. Taylor), 3,052 cwt, NC, 23 days.
£60,341: *Lord Nelson*, BUT (Sk. J. Russell), 2,114 cwt, NC, 25 days.
£49,262: *St. Gerontius*, Hamling (Sk. P. Grayburn), 1,494 cwt, NC, 23 days.

FLEETWOOD

Home water
£39,335: *Jones Bank*, (Boston), French vessel, 1,820 kits.
£38,369: *Bressay Bank*, (Boston), French vessel, 1,862 kits.
£32,104: *St. Enogat*, French vessel, 1,122 kits.
£25,272: *Gavina*, Marr (Sk. C. Scott), 948 kits, 15 days.
£21,700: *Ella Hewett*, Hewett (Sk. D. Reader), 816 kits, 16 days.
£21,637: *Luneda*, Marr (Sk. A. Barkworth), 986 kits, 16 days.
£10,254: *Andrew Wilson*, Hazael (Sk. J. Banks), 445 kits, 14 days.
£4,736: *Admiral Hawke*, Hewett (Sk. P. Weirman), 284 kits, 14 days.
£3,055: *Penn*, Hewett, 90 kits.
£1,196: *Craigmillar*, Ward (Sk. D. Bailey), 20 kits.

Pair teams

£33,565: *Navena*, (Sk. J. Burns), 1,224 kits and £29,321: *Armana*, (Sk. T. Christy), 1,011 kits, both Marr, 12 days.

ABERDEEN

£35,503: *Glen Urquhart*, Marr (Sk. A. Brown), 1,064k, F, 15 days.
£33,240: *Ben Lui*, Irvin (Sk. T. Nelson), 1,134k, BS, 21 days.
£27,827: *Birchlea*, BUT (Sk. M. Taylor), 833k, F, 14 days.
£44,334: *Clarkwood*, Wood Group (Sk. T. Taylor), 1,738k, WS, 18 days.
£24,185: *Ben Asdale*, Irvin (Sk. J. Gowie), 971k, S, 13 days.

£20,667: *Grampian Warrior*, North Star (G. Bowman, Snr.), 689k, WS, 16 days.

LOWESTOFT

£17,532: *Suffolk Challenger*, Hobson (Sk. D. Atkins), 539k, NS, 12 days.
£15,265: *Suffolk Chieftain*, Hobson (Sk. R. Fiske), 430k, NS, 13 days.
£14,337: *Boston Wasp*, Boston (Sk. R. Studd), 477k, NS, 12 days.
£13,596: *Suffolk Crusader*, Hobson (Sk. A. Blowers), 463k, NS, 13 days.
£13,360: *Boston Kinsman*, Boston (Sk. B. Grint), 356k, NS, 12 days.
£13,091: *Boston Aztec*, Boston (Sk. J. Swatman), 371k, NS, 13 days.

GRANTON

£22,007: *Arctic Brigand*, Liston (Sk. A. Wood), 943 cwt, WC/NS, 12 days.
£18,947: *Arctic Attacker*, Liston (Sk. B. McPherson), 801 cwt, WC, 8 days.
£15,262: *Arctic Explorer*, Liston (Sk. J. Banyard), 646 cwt, WC/NS, 12 days.

NORTH SHIELDS

£13,231: *Ben Edra*, R. Irvin (Sk. P. Palmer), 36,936k, 7 days.
£12,157: *Ben Chourne*, R. Irvin (Sk. P. F. Jamieson), 2607k, 11 days.
£9,864: *Ben Strome*, R. Irvin (Sk. E. Longhorn), 21,718k, 6 days.
£9,658: *Christine Neilsen*, R. Irvin (Sk. C. Ellis), 17,353k, 6 days.
£8,229: *Congena*, R. Irvin (Sk. A. Morse Jr.), 16,125k, 4 days.

MILFORD

£5,024: *Rosevear*, Norrard (Sk. J. Manson), 115 kits, 15 days.
£3,789: *Picton Sealion*, Norrard (Sk. T. Salter), 94 kits, 7 days.
£803: *Vigilant*, (Sk. P. Sheriff), 20 kits.
£567: *Girl Freda*, 9 kits.
£507: *Westerdale*, Linke (Sk. F. Reynolds), 10 kits, 5 days.

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; P Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kits; c cwt; kg kilo.

lomon sole, £32; large cod, £24; medium, £24; £28; codling, £25; £27; whiting, £19; £19; dogfish, £24; large ray, £17; medium, £18; small, £19; per kit.

NEWLYN

Prices: large whiting, £3.50; medium, £1.70; large ray, £5.80; large medium, £3; medium, £2.50; small, £1.20; pollock, £4.10; large plaice, £2.70; small, £1.75; large plaice, £6.20; medium, £5.80; small, £3.80; large lemon sole, £9.30; medium, £7.80; small, £4.20; large Dover sole, £19.50; snithe, £2.40; squid, £2.50; monkfish, £13; medium, £2.50; small, £9.50; turbot, £21.50; large cod, £4.70; ling, £3.10; large conger eel, £4.30; medium, £3; small, £1.40; large hake, £8.20; small, £5.80; large brill, £9.90; medium, £7; dabbs, £3; small, £2.20; large dogfish, £2.40; medium, £2; small, £1.30; per stone.

EYEMOUTH

Prices: sprag codling, medium, £23/£24.50; small, £19.40/£22; best small, £23; whiting, small, £18.70/£19.30; per 7st. kit. Lobsters, £3.70, per lb. Crabs, £7.20, box.

TUESDAY, APRIL 11

LOWESTOFT
2,327 kits from six boats. Prices: large cod, £26/£40; large plaice

BILLINGSGATE

ON TUESDAY 225 tons were delivered. Average selling prices on merchants' stalls: salmon, £1.80/£2.40; Scotch, £1.80/£2.40; Irish, £1.80/£2.40; salmon trout, £1.50/£2; rainbow trout, 50p/60p; sole, tongues, 50p/60p; slaps, 60p/75p; medium, 90p/£1.75; large, £2.80/£2.20; per lb. large turbot, £22.40/£25.20; medium, £15.40/£19.60; small, £4.20/£14; large brill, £7.70/£9.10; medium, £5.60/£8.30; small, £4.20/£5.32; Danish plaice, 1lb-1lb, 15; 1lb-2lb, £5.40/£5.50; large halibut, £16.80/£19.60; medium, £21/£25; small, £14/£18.20; selected lemon sole, £8/£10; large whiting, £5/£7; small, £3.50/£4.50; headless home water cod, £5.50/£5.60; shell cod, £8/£8.60; bulk, £7.50/£8.20; coalfish, £4.30/£5; klt, £4.20/£4.30; gibbora, £5.80/£5.90; jumbo, £3; selected whiting, £2.80/£3.50; small, £1.80/£3; small English dogfish, £4.50/£8; large, £7.50/£10; mackerel, £1.50/£3; fresh herrings, £5.20/£5.30; golden cutlets, £9; selected kippers, £9/£8; monkfish (skinned),

£23/£34.50; medium, £20/£24; small, £26/£30; codling, £24/£26; large haddock, £24/£26; £23/£28.50; large turbot, £190/£210; small, £100/£140; lemon sole, £50/£55; Dover sole, £40/£170; slaps, £150; dogfish, £45/£50; dabs, £28; dogfish, £12/£30; monkfish, £80; whiting, £12/£25; per 10 st. kit.

NORTH SHIELDS

Prices: cod, large £23.50/£27.50; medium £24/£26; small, £26; codling, selected small, £26; small, £17-18; haddock, medium, £22.50; selected small, £24.50; small, £16.50/£17.25; round whiting, £11/£12; lemon sole, large, £42.75/£43; medium, £37.75/£38.20; small, £19.50/£21; plaice, large, £15/£18; medium, £19/£23; small, £13/£16; dog, large, £15/£18; small £12/£6; per 40 kilo unit.

BUCKIE

100 boxes from one boat. Price: cod, £1.60; large codling, £2.20; round whiting, £2/£2.20; per stone.

BIRKHAM

Prices: large cod, £3; large plaice, £2.20; medium, £2.40; small, £2.50; turbot, £22.50; whiting, £2.50; large sole, £12.50; lemon sole, £7.50; small, £4.80; klt, £2.80; slaps, £16; pollock, £5; codling, £3.40; small dabs, £1.50; large wing, £7.40; per stone.

SHELLFISH

SELECTED lobsters, £4/£5; crabs, over 3lb, 45p/50p; under 3lb, 35p/40p; small, uncooked, £2.40/£1; prawns, 82p; per lb. oysters, £3.80; per doz. Scotch winkles, £12.80; Irish, £14/£16.50; per cwt; mussel, English £5.50; per bag; whiting, brown, £1.80; pink, £1.60; English cockles, £2.10/£2.30; per gallon.

FROZEN FISH

NA salmon, £1.25; Japanese, £2.00; Canadian, halibut, £1.30; scump, £1.25/£1.30; scallops, 43p; hui saan, 45p; grey mullet, 42p; barbonni, 63p; wong fu, 41p; per lb. plaice, £2.24; large plaice, £7.50; haddock, £5.50; squid, £45; kippers, £7.50; per stone.

HERRING REPORT

FRIDAY, APRIL 7
Ayr: two trawlers, seven tonnes; homemarket at £85. Mazy. 230/260 per 50 kg.
MONDAY, APRIL 10
Mallaig: one trawler, seven tonnes; homemarket at £21. Very

mixed in alza. 600 per kg.
Ayr: four trawlers, two tonnes; homemarket at £49/£74. Recovering spots. 210/220 per 50 kg.
Tarbert: three trawlers, one tonne; homemarket at £22. Recovering spots.

Jackal, *Ross Tiger*, *Ross Panther*, *Real Madrid*, *Ross Zebra*, *Sando*, *Ogano*, *Yesso*.

Expected during the week from White Sea: *Somerset Maugham*.

HULL
Expected during the week from White Sea: *Somerset Maugham*.

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and dictate your Classified Ad. for next week's issue.

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COBLE BUILT FOR IRELAND

COBLES are still in great demand for inshore fishing along the north-east coast of England — and their popularity is now spreading.

The small yard of C. A. Goodall (Boatbuilders) at Sandesend, near Whitby, has built a 35 ft. Yorkshire coble for Mr. W. J. Long of Bangor, Northern Ireland.

Mr. Long knows Yorkshire well and felt that a coble would best suit his requirements.

The coble is named *Bramblewick* and she will fish trammel nets and small trawls from Groomsport, Northern Ireland.

With a beam of about 11 ft. *Bramblewick* is of traditional coble construction having larch planking, oak framework, and copper and galvanised iron fastenings. A small wheelhouse is set into the after end of the foredeck.

Propulsion is provided by a

Mercedes OM352 six-cylinder, water cooled, diesel engine which develops 125 hp at 2,800 rpm. This drives the 24 in. Gains propeller through a Borg Warner hydraulic gearbox of 2:1 ratio and a stainless steel shaft.

A Jabco bilge and wash-down pump is belt driven from the forward end of the engine.

Turners Marine Services of Malton, which is an agent for Mercedes, supplied the engine and fitted a clutch hydraulic pump at the forward end to drive the gear handling machinery.

An audible warning system indicating low oil pressure and high water temperature is fitted to the engine.

North Sea Winches of Scarborough made the 20 in. trammel net hauler, the Autoline pot and line hauler and also supplied the hydraulic system.

The Autoline, which is fitted with twin Vee wheels, can be used for haul-

ing trawl warps if required.

The wheelhouse is of marine plywood and has aluminium-framed windows, one of which is fitted with a Bosch 24V windscreen wiper.

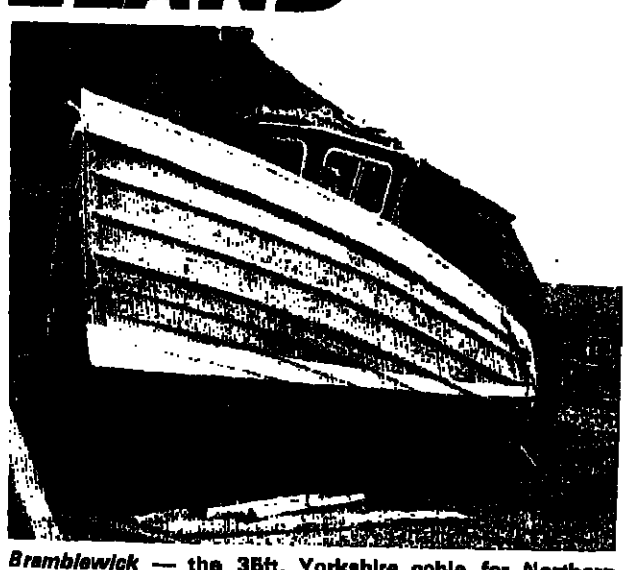
Equipment in the wheelhouse includes Seascribe Mk. II echo sounder, Seavoice vhf radio telephone and Seaveyor 36-mile radar, all from Electronic Laboratories Ltd., of Poole, Dorset.

The sounder was supplied through Parcell of Scarborough, whilst A.N.D. Electronics of North Shields provided the radio and radar.

The electrical installation was handled by Geoff Walker of Staithes and is based on a 24V system.

Fishing and navigation lights, and a twin-tube fluorescent floodlight, are carried on the wooden foremast.

Other equipment includes a Morse engine control and steering system, M.C. Duff cathodic protection anodes and a 60-gallon fuel oil tank.



Bramblewick — the 35ft. Yorkshire coble for Northern Ireland.

'FORESTER' IN LEAD AS HULL DROPS TO A DOZEN

HULL NOW has only 12 vessels taking part in the distant water shield contest for wet fish trawlers.

The part has a 26-strong fleet, but well over half of these ships are laid up and even some of the 12 taking part in the contest have been idle for long spells.

Newington's C. S. Forester, holder of the trophy, continues her run in top place being 3,811 points above Marr's Westella.

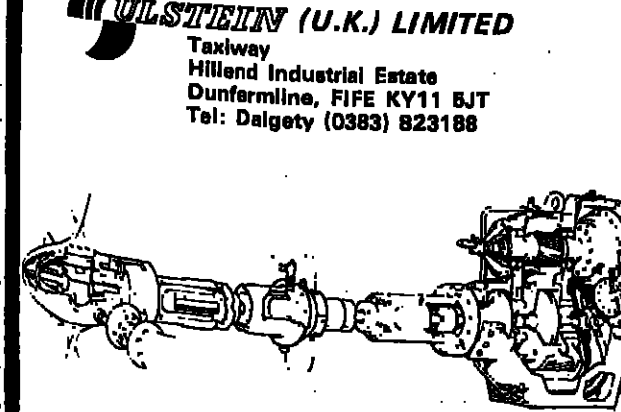
Hamling's *St. Dominic* has now taken third place with *Arctic Cavalier* down to fourth.

Placings are listed in the table below, with positions held in the previous table in brackets.

Position	Vessel	Kits	Points
1	C. S. Forester (Newington)	5,456	12,405
2	Westella (Marr)	3,412	8,583
3	St. Dominic (Hamling)	2,813	6,890
4	Arctic Cavalier (Boyd)	2,266	5,549
5	Somerset Maugham (Newington)	2,292	5,518
6	St. Giles (Hamling)	1,772	4,578
7	Arctic Vandal (Boyd)	1,573	4,028
8	St. Gerontius (Hamling)	1,511	3,293
9	Arctic Rebel (Boyd)	1,137	3,269
10	Ross Sirius (BUT)	1,140	2,895
11	Ross Orion (BUT)	703	1,972
12	Loch Erbol (BUT)	554	1,381

A tidy sum! —

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It all adds up to

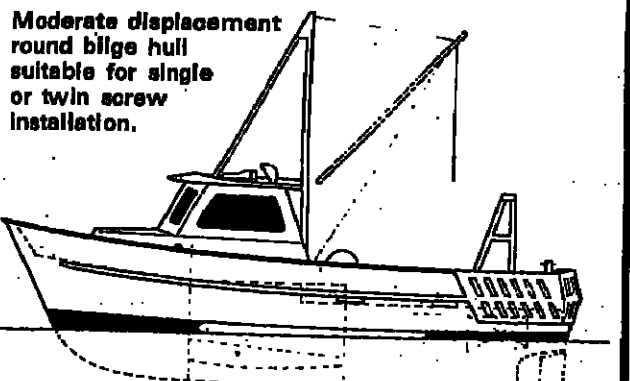
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DRAFT ... 4 feet
SPEED 8 to 14 knots

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HUMBER VESSELS DUE

GRIMSBY
Expected during the week from Faroe and Western: *Aldershot*, *Crestal Palace*, *Boston Kestrel*, *Hondo*, *Ross Cheetham*, *Ross Genet*, *Ross Civet*, *Ross Juno*, *Ross Kelly*, *Ross Kelvin*, *Ross*
HULL
Expected during the week from White Sea: *Somerset Maugham*.

PORT MARKETS

MONDAY, APRIL 10
GRIMSBY
A fair supply of 4,161 kits from 11 boats met a good demand. Prices: shell cod, £3.50/£3.80; codling, £2.70/£3.30; shell haddock, £4/£4.90; medium, £3/£3.50; small, £2.20/£3; large plaice, £3.70; medium, £3.20/£3.70; best small, £3.20/£3.50; skinned dogfish, £9; medium, £7; rockfish, £2/£2.40; reds, £1.70/£2.40; saithe, £1.80/£2.30; per stone.

FLEETWOOD
Prices: English shell cod, £29/£40; large plaice, £24/£36; large haddock, £14/£18; link, £17/£26; hake, £9/£10; sole, £20/£26; dogfish, £14/£24; monkfish, £44/£47; roker, £28/£42; whiting, £10/£18; gurnard, £11; per 10 st. kit; turbot, £220/£223; brill, £70/£80; per stone.

MILFORD HAVEN
318 kits from two boats. Prices: turbot, £143/£150; slaps, £120; tongues, £78; large plaice, £24; medium, £26; small, £14/£16.

